

Massive overlay work begins

The largest resurfacing program in Oregon's history, involving 251 miles of highway at an estimated cost of \$37,770,000, began this month after Transportation Commission approval on July 17.

These 31 projects are in addition to 30 other rehabilitation projects, costing about \$33 million and covering 175 miles, approved by the commission since the first of the year in an "Accelerated Pavement Rehabilitation Program."

"We are attempting to respond to the needs of the highway system and the actions taken by the Legislature," said State Highway Engineer Scott Coulter. "Last winter's severe weather, coupled with an aging highway system in many parts of the state, convinced Oregonians and legislators that the system needed extensive repair."

The 31 projects, located throughout the state, consist of resurfacing over the existing highway, but there will be some safety work done on selected projects where necessary.

Fifteen bids were let as of July 26 in all parts of the state. All bids will be let by Nov. 15, in order to take full advantage of the construction season.

The criteria used to select the projects, Coulter said, involved projects from the Six-Year Highway Improvement Program, funding availability and personal inspection by division personnel of deteriorated roads. All resurfacing projects in the current Six-Year Program through 1980 have been included.

Earlier in the year, the commission had approved adding 14 more rehabilitation projects to the program, and nine projects from later years were advanced on the schedule.

The 31 projects added July 17 include sections of highways in extreme need of repair that could not wait for the normal Six-Year Program administrative process.

Later this fall, ODOT will hold meetings around the state to update the Six-Year Program and add more projects.

Much of the money for the program became available when the Legislature this session decided to fund State Police and Parks out of the General Fund rather than the Highway Fund. This provided an added \$60 million for 1979-80.

Because the projects will be done by contractors, ODOT's manpower won't increase significantly.

According to Larry Rulien, executive assistant to the state highway engineer, those most affected by the program are resident engineers who supervise contract work to make sure it complies with state and federal standards.

"They will be taking on more work and responsibility," he said.



Paving operations like these will be a common sight on some of Oregon's roads this summer. Above, a crew 60 miles east of Eugene on the Willamette Highway lays an asphaltic concrete

overlay. INSET: A crew near Prineville uses a new chip spreader on an oil mat finish. The large rehabilitation program (story, left) will be done by contractors, however.

ODOT doing 'more with less'

"Do more with less" was a message Fred Klaboe gave to employees when he began his directorship last January.

Has ODOT really made an effort -- or was that directive buried during last winter's pothole problem, or did it just disappear in the vastness of bureaucracy?

Neither. The department has fallen in line behind Klaboe and stepped up its efforts in using new, or innovative construction and maintenance techniques. Research is also being done on stronger, more cost-efficient road materials.

In the past, management merely needed to balance manpower with equipment to do the job. Today, a third element--energy--has been added to the equation. New fuel-saving policies and controls have begun.

Goldschmidt to head USDOT

President Carter has appointed Portland Mayor Neil Goldschmidt to replace Brock Adams as secretary of transportation.

If the appointment is confirmed, Goldschmidt, 39, will head the U.S. Department of Transportation, which coordinates all federally-sponsored projects from highways to urban mass transit.

In announcing the appointment, Carter said in a statement that the mayor "is known as an aggressive and innovative mayor," and that he understands local transit problems.

Adams resigned at the height of the Carter administration shake-up last month.

Here are some of the practices used, and being contemplated, to save time, gas, equipment and manpower:

Improved project management: Tighter scheduling of projects insures efficient use of personnel and equipment.

Flexible trucks: The Highway Division's fleet can now be adapted to more uses. For instance, hitches have

been designed for interchangeable parts, such as snow plows, sanders and blades. Changes can be made easily, with a minimum of personnel.

More two-way radios: Increased use of two-ways to schedule field work enables crews to be shifted to new areas without having to return to field offices, which are often many miles away.

See NEWGUARDRAILS, page three

Camping declines 14 %

The Parks Division faces a loss of at least \$350,000 this year, if camping continues to decline as it has since mid-May.

Overnight camping is down 14 percent in 11 major parks. The decline is primarily due to the gas shortage.

"Each 10 percent drop equals a loss of \$700,000 a biennium in camping fees," said Steve Johansen, operations planning specialist.

"Fifty percent of our camping occurs in late summer, so we still have a good part of the season left," he said.

Parks near Oregon's borders show the sharpest decline, indicating a drop in non-resident campers, according to Johansen. Valley of the Rogue, near California, shows the worst decline -- 38 percent.

"Some of our major interior parks are up," he added. "Silver Falls is up 18 percent over last year."

Parks along the southern coast are down 23 percent. Camping at central and northern coastal parks has also declined, but not as much. "Beverly Beach is down two percent," he said. "Normally, 50 percent of the campers there are non-residents. So far, only 30 percent are."

Non-resident camping, however, has

increased at Oregon's northeastern corner. Wallowa Lake State Park camping is up two percent, and non-resident camping has increased six percent.

Mileage drops

Highway Division employees drove about 11 percent fewer miles in June than they drove during June 1978, according to the monthly mileage report that began last month.

The reduction, 100,000 miles, includes Salem headquarters, region and district offices, field engineering forces, Parks Division and weighmasters.

"The same effort is being made to conserve in our maintenance equipment," said Larry Rulien, executive assistant to State Highway Engineer Scott Coulter. "But because of increased deterioration, we've increased maintenance work substantially, and diesel use has gone up."

The greatest mileage reduction occurred in Region 3. Employees drove 127,367 miles in June 1978 (101 vehicles), and 77,747 miles (99 vehicles) June. A summary chart, page seven, shows more comparisons.

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Director's corner

FRED KLABOE



The Legislature has adjourned until January 1981. That means that many of us must start getting ready for the next session.

The first step is to analyze, as best we can, how much revenue we can expect for the next budget period, and even beyond that, for several years. Highways in particular, and Parks and Aeronautics to a lesser degree, commit funds for construction projects several years beyond any given budget period.

To accomplish this revenue projection phase of the work, we must try to predict things such as fuel availability, national and state economic trends, whether revenue bills will pass, etc. Bob Royer, assistant director for transportation (Policy and Program Development), will be in charge of these duties.

Balancing the scale

After we have finished with our income forecasts (several months from now), we will have to measure that against the department's needs. Since there are always far more needs and desires than we have money to cover, the task of prioritizing funds available for each division becomes necessary. Then only can the divisions begin

preparing their budgets in the detail necessary for the Legislature. If this seems like a never-ending cycle to you, you're right.

Most managers will be involved, to some degree, in this process, so you will be hearing more about this soon.

Boom in construction

With I-205 contracts running at their peak together with the additional funding provided by the Legislature, the Highway Division will have the largest construction season ever. The work is sorely needed for the economic well-being of our state.

The difficult part will be supervising all this work with only a few more employees than we have had the last several years. Our resident construction engineers and their crews will be hard-pressed to keep up.

Some crews will be called on to work longer days with less than enough people. Temporary shifts of parts or all of the crews will be common. Since construction engineering is the first priority during the construction season, some nonconstruction activities may have to be curtailed in order to provide help where it is most needed.

Let's pull together

I look at all this optimistically. We can do the job and by doing it, we can prove to the people of Oregon that State employees are still a dedicated, hard-working group of people who, when called on to pull together for the benefit of all Oregonians, will respond enthusiastically. We must turn around the attitude of some citizens that we don't give a fair day's work for a fair day's pay.

We do -- so let's show them.

Fred Klaboe

Letters to the Editor

Thanks for the help

To the Editor:

Thank you for allowing me space in your very fine publication to send a message to ODOT employees.

As of July 1 my shop, movie promotion, returned to the Department of Economic Development, from whence it came so many years ago.

Fortunately, for me at least, my office will remain with ODOT until DED moves to Salem. This move should take place in late '79 or early '80. I will continue to use, on a contract basis, many of the ODOT services that have contributed so much to the success of my operation.

I'd like to express my appreciation to

all of you for your past cooperation and help above and beyond normal duties. Thanks...

To regional engineers for special permits, closing roads for filming, use of your vehicles, and such things as pulling my car out of a canyon on the side of Sugar Pine Butte when I spent more time looking at locations than the trail I was driving on.

To the maintenance shop people, who managed to keep my car running good even when it had been used and abused in remote areas where real roads did not exist.

To Parks, because of your help, many picturesque, though not necessarily great, TV commercials are on the air.

To the photo lab, your pictures do a great job of selling Oregon, and thanks, too, for trying to teach me how to use a camera, even though I still find "auto" the easiest setting.

To Aeronautics, for the loan of your chief pilot who put in a lot of overtime helping me find locations from the air.

To Travel, for support and promotion material, and for help when the crunches came along.

There just isn't enough space to mention all. But thanks to Fred Klaboe and George Bell for being the kind of employers that make you more productive by giving a feeling of working *with*, not *for*. Maybe that's why ODOT is the best-run department



Herb Riley, left, chats with bus rider at shelter in Tillamook.

Bus shelters provided in four coastal towns

Intercity bus riders in four coastal towns no longer have to wait in the rain or depend on shelter from businesses near bus stops.

A General Fund project approved a year ago by the Legislative Emergency Board and spearheaded by the Public Transit Division (PTD), has provided Astoria, Tillamook, Lincoln City and Florence with shelters.

Newport and North Bend are next in line for shelters, similar to those used by Tri-Met riders in Portland.

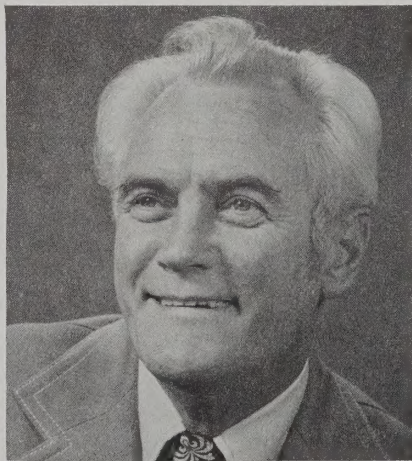
Until now, coastal shelters have been few and far between, according to Herb Riley, transportation planner who is working with the PTD on the program. "It hasn't been economically feasible for passenger agents to provide waiting areas, except during daylight hours," he said, "so passengers have been subject to

inconveniences."

Coastal towns were chosen for the pilot project because residents there depend heavily on public transportation, he said.

Funding has been approved for six more shelters, but locations haven't been determined.

The shelters are part of a larger program designed to improve intercity bus service throughout Oregon. The E-Board had also approved money to buy bus directional signs in 20 towns; for planning and designing a Portland Transportation Center; to produce a ticket jacket showing intercity and connecting transportation services for use by bus companies; and to provide half the cost of a weekday round-trip bus connecting Dallas, Monmouth, Independence and Salem for one year.



Merrill: going back to Economic Development. See letter, at left.

in the state. Well -- except for DED.

Thank you, all--for the good times.

Warren Merrill
Motion picture specialist

Burgess thanked

To the Editor:

My husband and I are very appreciative of the improved streets around our residential property. We'd especially like to thank one of your inspectors, Bill Burgess, for doing an exceptional job of working with all the residents in solving problems to everyone's satisfaction.

There was a unique cooperation among federal, state and local governments on the project.

(In case you're wondering, Mr. Burgess is not a relative. We never knew him until the project began).

Joy Burgess
Milwaukie, OR.

New location set to combine Eugene offices

DMV employees in Eugene jokingly claim that anyone who can safely enter the hectic Franklin Blvd. traffic from the field office parking lot should automatically pass the drive test.

They may have to find another folk tale, because the office will be relocated in two years.

The Transportation Commission has approved construction of a new complex to house DMV, Highway Division and State Police on state-owned property at the Beltline Road/I-5 interchange. Present offices have become overcrowded and inconvenient to the public.

The highway maintenance station and resident engineer's office will remain at the Franklin Blvd. location.

Estimated cost of the proposed 15,000-square-foot building is \$1 million. Up to 60 percent of the cost will be offset by the sale of the existing DMV building and other state-owned parcels in the vicinity.

DMV, Highway and State Police field offices have been combined during the past few years in other cities: Salem, Bend, Coos Bay, The Dalles, LaGrande, Medford, Corvallis, Ontario, Pendleton and Astoria.

Obituary correction

VIA incorrectly reported in last month's obituary that Buck Barnhart, who died June 11, began work for the department in 1946. He actually started in 1929.

VIA 'outstanding'

To the Editor:

The July VIA impresses me as an outstanding piece of work. While retaining its usual features, it includes a considerable amount of meat. I especially liked the related stories on the Legislature and the Demusiak piece together with Candid Comments.

I will retain this issue for reference on the results of the legislative session and the elements of the collective bargaining contract.

Fred Miller
Assistant director
for Administration

Alarm system puts solutions at fingertips

Locating a failure on ODOT's complex microwave radio network used to be like looking for a needle in a haystack.

Until recently, the only way radio technicians knew they had a problem was to be notified by state highway or police offices. Now, solutions to many of the problems are at the tip of a finger -- literally -- thanks to a computerized microwave alarm system installed recently at the Salem radio shop and at 19 microwave sites throughout Western Oregon.

Radio technicians Gary Klingele and Bill Downs were trained on the Larse Corp. equipment in Santa Clara, Calif., and have trained other technicians and engineers. They've programmed the computer for ODOT's microwave network, and are in the process of installing the remote equipment.

Location a long process

(Oregon presently has 11 Highway and State Police offices, and eight remote microwave stations tied together by microwaves in Western Oregon. These stations have to be line-of-sight because microwave beams must travel between stations in uninterrupted lines. One beam can carry up to 420 conversations simultaneously.)

Because the microwave system is so complex, many things can go wrong, and manually finding the exact location and the problem is a long, often

frustrating process. Needless to say Klingele and Downs are excited about the benefits of the alarm system.

Klingele remembers spending three days locating the source of a radio failure. "The problem was reported

from the Eugene office, and we finally tracked it to the Suncrest microwave terminal near Portland," he said. "We've wasted a lot of time and gasoline just in trouble shooting. The new system will tell us the exact problem, and often we

will be able to correct it from the Salem radio shop."

"Just in the time and gas we'll save, the system will pay for itself in a very few years," Downs added.

The system, costing \$55,000, constantly monitors all the remote stations. "We have programmed 32 alarm points for the computer at each station," Downs said. "In other words, there are 32 things that can go wrong and each will be reported to Salem. When something happens (anything from a transmitting defect to someone breaking into the station), an alarm sounds in the Salem radio shop, and the computer produces a print-out of the location, time and type of fault."

Major microwave and radio problems still must be handled by technicians at the stations, but at least they'll know exactly where to go, thus avoiding the old "wild goose" chases.

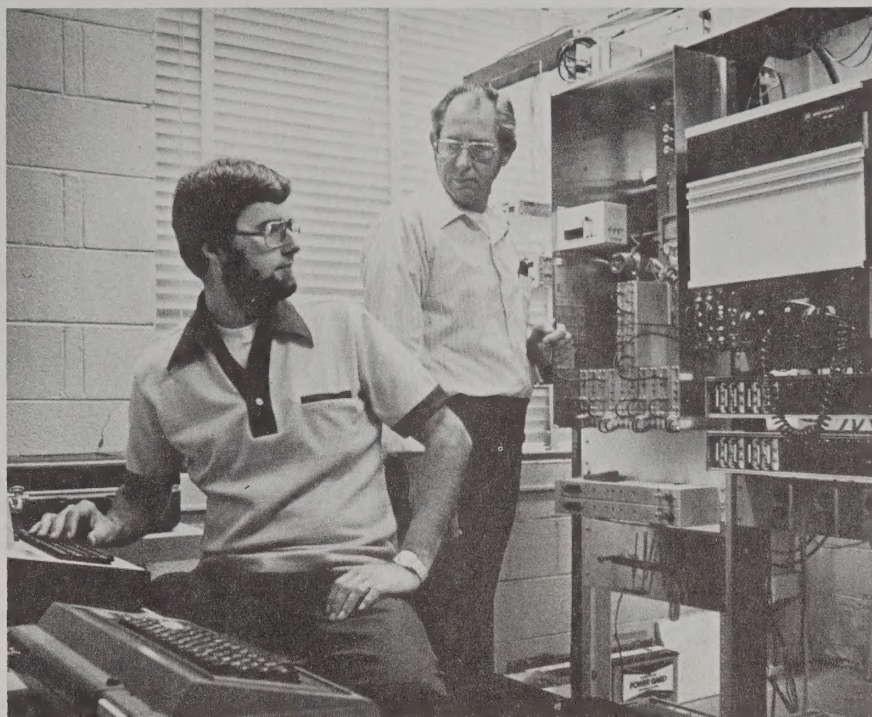
'We knew it first'

"Recently, we had a transmitter problem at Mary's Peak, the commercial power failed at the Prospect Site, and there was a lost path to Mt. Hebo," Downs said. "We knew it all before anyone called in to report the failures."

Microwave alarm systems have been used by telephone, power and other communications systems for quite some time. "Washington and California Transportation Departments are using them, and they were surprised to learn that we didn't," Klingele said. "We've been trying to get the alarm system in the budget for a few years, but until now, the funds weren't available."

The Larse Corp. alarm system has several other uses, including routing information through the microwave radio system.

A route now being planned will complete a circle of microwave terminals from Salem to Portland, to The Dalles, to Bend and back to Salem. This circle, or loop microwave system, along with the alarm system, will increase radio reliability to 99 percent or better.



Bill Downs, left, at computer terminal, talks with Radio Shop Supervisor Charles Johnson about the new system, located at Johnson's immediate left.

New guardrails can save \$ 200,000

Cont. from page one

A new microwave radio alarm system was recently purchased to automatically locate failures in the network. (For more details, see story, this page.)

Faster striping: A new paint striper being used this season travels 25 mph, compared to the usual 10 to 15 mph. New standards allow the broken line to be 10 feet instead of 15. This allows a 33 percent reduction in paint on these

lines.

Longer shifts: To save fuel and make use of longer daylight hours, most maintenance crews were placed on four 10-hour shifts in June.

Multi-use truck: A special repair truck has been developed to service Portland's crowded freeways. It carries everything needed for basic highway cleanups (such as brooms for sweeping debris) and minor repairs.

Better materials: Several new patching materials are being tested for increased strength and bonding ability. One of the major ones is polymer concrete.

Oregon is one of the nation's leaders in research on this material, and recently sponsored a seminar attended by experts from throughout the country.

The advantage of polymer concrete is its quick-curing, high-early strength. According to Bill Quinn, who is conducting ODOT's polymer research, the material is ideal for urban highway use, where prolonged highway closures (due to the time it takes standard concrete to cure), creates serious traffic tie-ups.

(Via will explore ODOT's research into polymer, and its future in serving patching and paving needs in the September issue).

"Lazy way" out

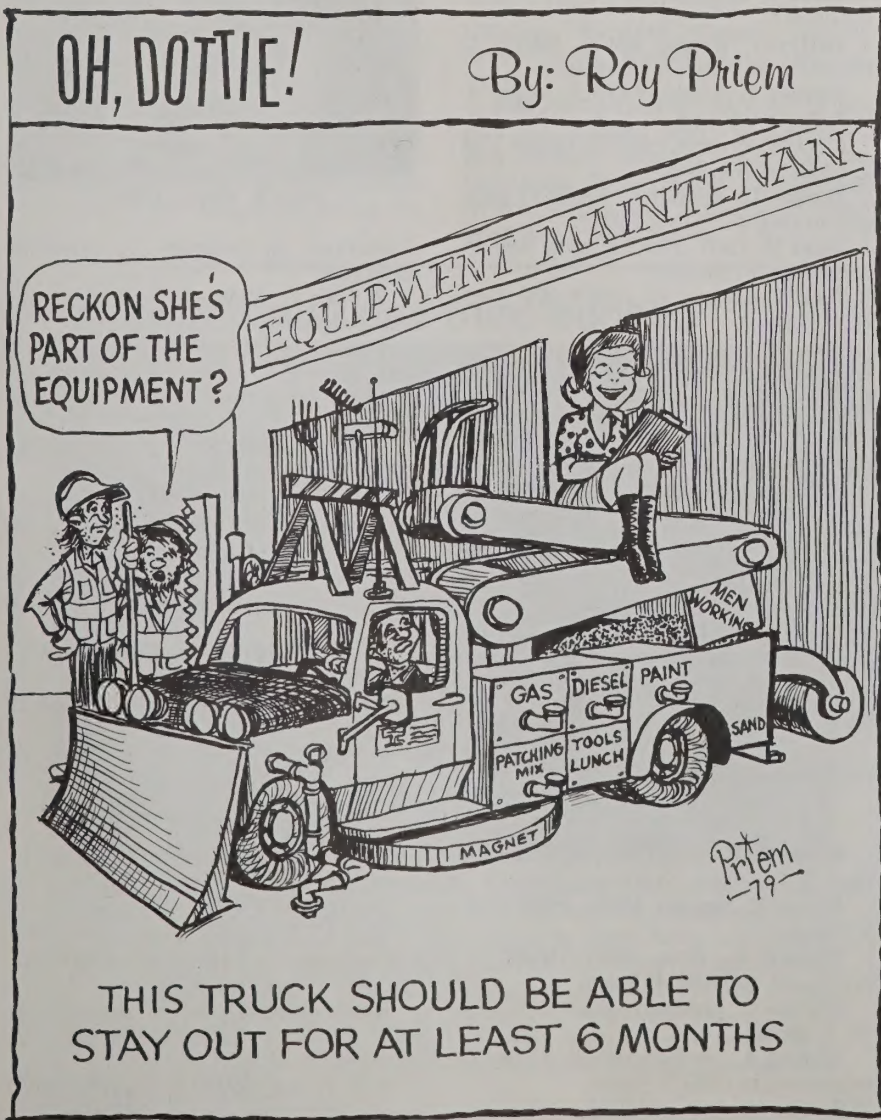
ODOT has experimented with ways to make work easier:

"Bouncing" guardrails: Cheaper plastic or fiberglass guardrails are being used in some cases. After being hit, they bounce back. If they prove practical, ODOT could save up to \$200,000 a year.

The department is also recycling metal guardrails. Before, when one was damaged, it was discarded. As the price of metal increased, a guardrail straightener was developed and now saves thousands of dollars annually.

Team plowing: No, snow plow crews aren't using draft horses to save fuel -- several plows now work in tandem to clear major snow passes. Before, one plow would serve an area, gradually moving the snow from the road. As the snow stood, it formed an icy mass that was difficult to move. Using more than one plow enables faster, easier snow removal, since it doesn't have a chance to freeze on the road.

Red tape cut: To save paper work, ODOT has eliminated its practice of charging qualified contractors a \$5 fee for a set of bidding plans. The charge never covered the cost, and after the accounting procedures were completed, the cost far exceeded the \$5.



Engineer seeking origins of names

Do you know how the stream or mountain in your area got its name?

L. E. "Bud" George, state traffic engineer, is seeking information on the origins of Oregon geographical names. George, who is also ODOT's representative on the Oregon Geographic Names Board, is assisting a special committee formed by Dr. William Loy of the University of Oregon Geography Department. The group is helping establish a national geographic information service.

"I'm soliciting information from employees, particularly retirees, who have personal knowledge about the origin of names for streams, rivers, lakes, mountains, canyons, etc.," he said. "Just write me a note and I'll get in touch for more details."

George's office is in the Salem Transportation Building, 97310.

Training head goes to Exec.

Ted Coonfield, manager of the Office of Employee Development, left ODOT this month to become a full-time training consultant for the Executive Department.

Coonfield, 31, will coordinate training efforts for management employees in state agencies. He came to ODOT in 1977.

A new OED manager has not been named.

Employees get service awards

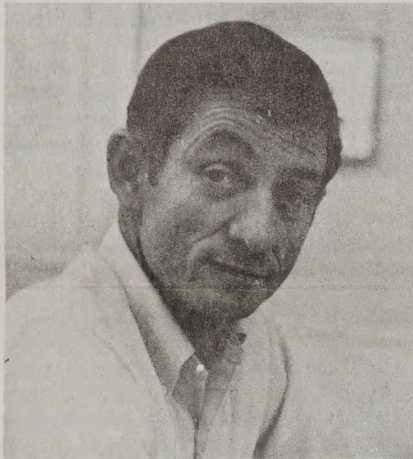
Statewide, 1,478 Highway Division employees now have awards for service in excess of 10 years. Forty-seven received 10-year pins last month, and 234 received pins for longer service.

Receiving 35-year pins are Arthur C. Mentzer and Leland L. Stoner. Fifty-four employees received 30-year pins. They are:

Phil Ainsworth, Richard N. Alsbury, John Atkinson, William Bangert, Melvin Bear, Leo Bell, Richard Bladorn, Joel Burnell, Ronald Busey, Clyde Captain, Carl Chain, Robert Conklin, Leroy Drake, Jr., Adele Egan, Anthony Fidanzo, James Fisher.

Sydney Francisco, Paul Galloway, Harold George, L.E. (Bud) George, Garret Harker, Donald Haynes, Carl Hiatt, Dale Hoeye, Willard Hoffman, Donald Hollett, Harold Householder, Edgar Hunter, Eldon Johns, Carroll Keasey, Donald Keyes, Dewy Kleng, Marlowe Krohn.

Roy Lake, Roland LeCompte, Clifford Lehman, Jr., Norman Mann, Alvin Meyer, Warren Mueller, Warren Neer, Ray Nelson, Hubert Patterson, Rodney Polly, David Pritchard, Russell Reisen, Frances Roth, Arthur Sasse, Alfred Shirley, Jr., Vernon Shull, Myron Stovall, Rodney Vagle, Dale Vanlaanen, Marvin Ward, and Kenneth Wolfe.



Pettet retires

Carl Pettet of Salem retired Aug. 1 from the Highway Division. He was a highway engineer 3 with 32 years of service.

Pettet, who took a disability retirement, started work with the Highway Division in Ontario. He worked in Preliminary Design in Salem for the past 15 years.



Food drive

Salem Transportation Building employees contributed 633 cans of food to the governor's Oregon Food Share program for the elderly and disabled on June 11. ODOT's coordinator, Bud Bibelheimer, left, looks through the donated goods with Dick Lenz. Lenz, of the Hydraulics Unit, decided on his own to canvass employees for money (\$137) to buy the cases of food on his cart.

Way Back When ...



We're fighting a different war these days, but the "artillery" is much the same: reducing speed to save gas. During World War II, highway speeds were reduced to save tire rubber and gas for the war effort. Highway construction was cancelled, and maintenance dwindled.

Transitway close to final design

The Banfield Transitway, ODOT's major construction project for the early 1980s, is moving rapidly toward final design.

Robert Sandmann, special projects coordinator in the Metro office, says ODOT's share of the joint venture with Tri-Met includes responsibility for design and right-of-way acquisition along the Banfield Freeway between the Lloyd Center and I-205, replacement of structures to accommodate a wider freeway and light-rail line, grading, and paving of the reconstructed freeway.

Tri-Met will build the light rail line and stations along the Banfield and I-205 Freeways. Tri-Met will also handle virtually all of the work involved in connecting the Banfield portions of the light rail line with downtown Portland and Gresham.

Budget approval clears way

Sandmann says the Legislature's \$16 million appropriation for the transit component cleared the way for writing of the project's final environmental impact statement, which is scheduled for submission to the USDOT in February.

With speedy approval, final design and right-of-way negotiations could begin next April, says Sandmann.

Because of its complexity, the Banfield segment will be the first under construction. Tri-Met initially will construct related shops and test track, with work on the downtown and Gresham links to start in late 1982.

If all goes well, says Sandmann, the entire freeway-transit project could be finished by 1985.

Structures to be rebuilt

Between Lloyd Center and I-205, the reconstructed Banfield will consist of six full-width travel lanes plus shoulders. A parallel light rail line will be wedged between the north edge of the freeway and the Union Pacific tracks.

Every existing structure must be rebuilt to accommodate the widened freeway and transit corridor. The job is expected to take five years, and Sandmann notes a potential for "total chaos" unless construction is carefully scheduled to allow a relatively free flow of traffic, especially during rush hours.

Clear management responsibilities are absolutely essential, says Sandmann. The joint ODOT/Tri-Met project also involves Portland, Gresham and Multnomah County to a limited extent.

Sandmann, who has helped guide the project through the concept stage, is currently helping shape the management

agreements. He'd also like to stay on and play a role in directing construction of a project he says he's "really enthused about."

Waiting in the wings are several other potential ODOT/Tri-Met partnerships, including transitways to Oregon City and the Beaverton area.

Moving up the ranks

The following employees were promoted recently:

CONGRATULATIONS!

Laurie K. Brauer, PARKS, clerical assistant to park aide, Milo McIver State Park.

Eric W. Brooks, HWY, engineering technician 2 to highway engineer 1, Salem.

Jason L. Donnelly, HWY, ET 1 to 2, Milwaukie.

Jefferey Drago, HWY, HMW 2, Prineville, to HMW 3, Woodburn.

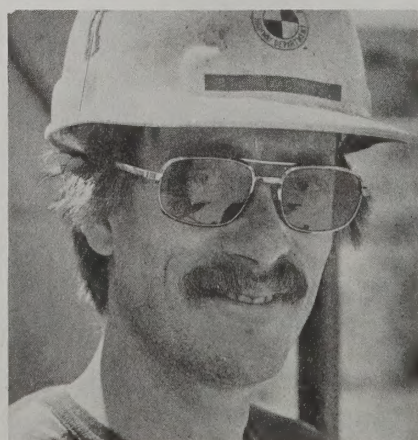
Charles L. Eisele, PARKS, ranger 1 to 2, Beverly Beach.

Kent R. Francis, PARKS, ranger 1 to 2, Valley of the Rogue.

Joseph C. Giegerich, PARKS, park aide to ranger 1, Silver Falls.

Dean D. Goff, PARKS, park aide to ranger 1, Fort Stevens.

Fred Gustafson Jr., HWY, ET 2 to HE 1, Salem.



William Jacobsen, HWY

Roger W. Hansen, HWY, right of way agent 2, Roseburg, to RWA 3, Salem.

Ruben C. Herrera, HWY, HMW 2 to 3, Salem.

Richard L. Hess, HWY, HMW 3, Clatskanie, to HMW 4, Salem.

William C. Jacobsen, HWY, ET 1 to HE 1, Ontario.

Michael L. Jenison, HWY, HMW 4, Pendleton, to HMS 1, Spray.

Ralph N. Lee, PARKS, ranger 2,



Mary E. Pierce, DMV

Armitage, to manager 1, Prineville Reservoir.

William D. Moragne, PARKS, ranger 2 to manager 1, Farewell Bend.

Kenneth R. Morris Jr., HWY, HMW 2 to 3, Albany.

Christopher Myers, HWY, ET 1 to 2, Eugene.

Gordon C. McCoy, HWY, HMW 2 to HMS 1, Lakeview.

John Peters, HWY, ET 1 to 2, Salem.

John H. Shawl, HWY, HMW 4, North Bend, to HMS 2, Coos Bay.

Donald W. Teigen, HWY, auto service worker to heavy equipment mechanic trainee, Bend.

James D. Weisgram, HWY, engineering aide to ET 1, Portland.

James L. Westbrook, HWY, HMW 2, Albany, to HMW 3, Salem.

Vernon Willis, HWY, HMS 1, Maupin, to HMS 2, Heppner.

DMV PROMOTIONS

Cleo Graybeal, clerical assistant to specialist, Salem.

Jill Malmin, CA to CS, Salem.

Mary Pierce, motor vehicle representative 3, East Portland, to office manager 1, Lake Oswego.

Bruce Stobbe, office manager 1, Lake Oswego, to office manager 2, Cedar Hills.

Wes Taylor, MVR 2, East Portland, to administrative assistant 2, Salem.

40-year workers recall 'good old days'

"They asked me if I could drive truck for the summer back in '37," said Jonas Hammack as he received his 40-year pin last month from Transportation Commission Chairman Anthony Yturri. "It's been one Hell of a long summer."

Hammack, Bend shop superintendent, and William Sellwood, heavy equipment mechanic in Salem, were honored for 40 years of service with the Highway Division during the July 17 commission meeting in Salem.

They chuckled over the "good old times" during lunch with their wives, VIA and Highway Division officials after the meeting.

Actually, the good old times were full of a lot of hardships, the veteran employees agreed. "The department has come a long way in treating its employees better," Sellwood said.

Both started work during the late 30s, when, as Hammack puts it, "hard work was your job security." They make more money per month now than they made per year then.

Sellwood, who started "pushing wheelbarrows," remembered fighting for his shovel a few times. "If you put it down, there was always someone there to grab it—and your job—away from you," he said, only half-kidding.

"Jobs were scarce and you held on to them," he added. "They (the unemployed) sat on the hills above us, just waiting for somebody to drop."

Hammack recalled being loaded on the back of a dump truck "like cattle, only worse" and being hauled to a paving site. "Sometimes you didn't know if you were going four or 40 miles."

Sellwood worked in several maintenance jobs until he entered the

Marine Corps in December 1941. After his discharge in 1946, he became equipment operator in Klamath Falls.

He became a mechanic in Salem in 1949 and has worked there ever since. He's developed innovations on several types of equipment, trailers, sanders, oilers, worked on just about every piece, and has trained new mechanics for the Highway Division.

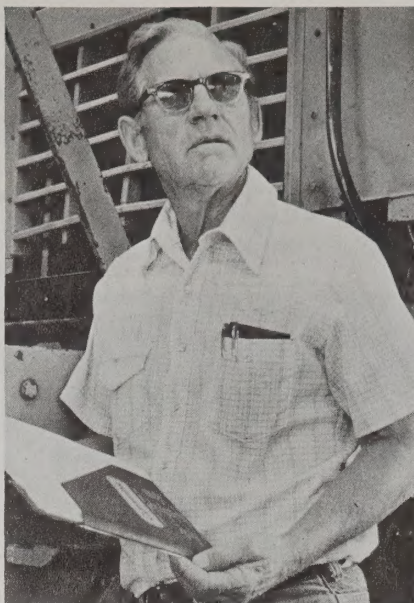
Sellwood said he "loves the challenge of new machines." Friends and co-workers have a lot of respect for the man who, they say, is seldom seen without a cigar in his mouth, even when welding.

Hammack also worked on paving and snow plowing crews during the days when five-yard trucks were big. A 1937 Snow-go plow he keeps at the Bend shop reminds him of some of the snow passes he'd just as soon forget.

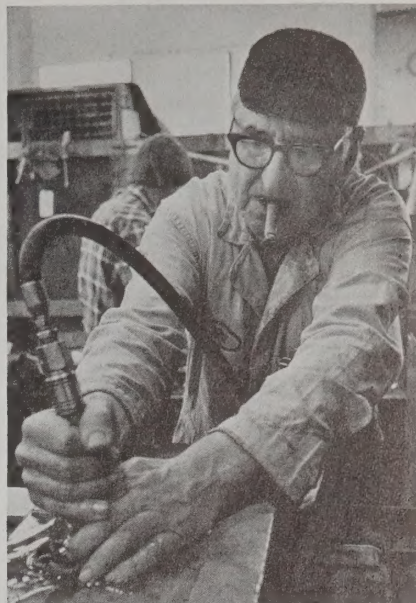
"I'll keep that thing here until I leave, though," he chuckled. "She's still a gook lookin' old gal."

Without radios, snow plowing posed some danger. "I got stuck one night in a ditch and didn't get out until the next day," Hammack said. "Of course, nobody drove by that night or came looking for me!"

Hammack supervised large extra gang crews during the winter, and traveling



Jonas Hammack



Bill Sellwood

oiling crews during the summer until 1958. He was the last of the traveling oiling foreman when the operation was phased out in 1961.

During the 60s, he worked under contract with the department as a special construction superintendent,

rebuilding some of the Eastern Oregon Highways.

He became the Bend shop superintendent in 1967, where he supervises the maintenance of about 1,200 pieces of equipment.

Both men plan to retire in late 1979.

New Oakridge station: 'a real joy'

Roland Roberts looked up at the bare light bulb hanging from the ceiling of his Oakridge maintenance station. Daylight filtered through a hole in the back wall as he walked across a cracked cement floor into an office the size of a

walk-in closet.

Banks of old highway signs had been nailed up years ago for panelling, and a small oil stove, Roberts labelled a "sad excuse" for heat, sat in the corner.

Getting out of this place will be a real joy," the Oakridge maintenance supervisor told VIA during a visit last June.

From pit to palace

Now, Roberts can look up to bright, infrared lamps in a fully-insulated new shop complete with radiant heat, sunken grease pit, an explosive-proof exhaust system, bathrooms, office and crew quarters, and other "modern conveniences" essential to maintain equipment and crew morale.

"Before it was completed, the maintenance workers were sneaking over here to eat lunch," Roberts said.

The fact that the City of Oakridge (39 miles east of Eugene) plans to build a street through the Highway Division's property hastened the move.

The Oakridge station is the first of three new stations to be completed. The Mitchell (Region 4) and Clatskanie (Region 1) stations should be ready by this fall. All were outdated and too small for modern operations.

New beginnings

The shop, however, isn't the only new thing to hit the Oakridge crew.

The crew size has grown 50 percent (to about 11 men), according to Assistant District Engineer Dave Jones. "We changed the district boundary to include the Willamette Pass, and closed the Odell Station," he said. "It's hard to get people to live at Odell, since it's so isolated. Yet that's where you need the experienced help, because of the heavy snow pass."

The Odell crew was divided between Oakridge and Chemult. Personnel will be shuttled up and back to the Willamette Pass during the winter.

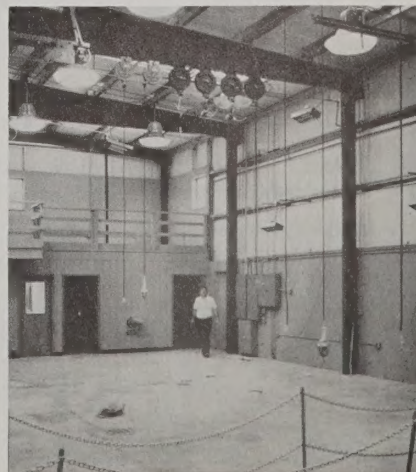
The Oakridge crew held its open

house for the new shop on June 21. "That was a big day for the guys," Jones said. Besides moving into the new shop, they were also honored at a luncheon for accumulating 100,000 man-hours without injuries. That morning they took a CPR course.

At a banquet that night, they received an award from Fred Klaboe and Scott Coulter for winning the West of the Cascades (Rural) Safe Driving Award. These awards are given to four crews a year.



Oakridge crew members Leonard Braden, left, and Clyde George, by new shop, above. Below, Dave Jones checks out the interior.



A wife of one of the workers had baked a cake for the banquet with a maintenance truck on a black icing "road" complete with potholes.

"There's no question," Jones said, "morale is a lot better."

Gorge hiking trail planned

A hiking trail from the Sandy River to The Dalles along the Columbia River Gorge is being planned by the Parks Division.

The plan is part of a preliminary West Columbia Gorge State Parks Master Plan for future development of that region.

A low-level trail already runs through much of the gorge, but not from Bridal Veil west. The route would be usable year-round, in contrast to most Cascade trails which are impassable during the winter.

A minimum of physical change in land and forest management is specified. From west to east, over about 23 miles, improvements are being planned at these state parks: Lewis and Clark, Dabney, Portland Women's Forum, Crown Point, Rooster Rock and Guy Talbot.

Division personnel involved in the plan are working with various private and public agencies, including the Columbia River Gorge Commission, which represents interests in both Oregon and Washington.

Center already one-third booked



Jeanne Foster, manager of the Silver Falls Conference Center (center) conducted a tour July 24 of the brand new facilities for representatives of several state agencies. A concession, supervised by State Parks, will provide reasonably-priced meeting and lodging facilities (less than \$30 per day per person, including meals) within 25 miles of Salem. Although the new center, which accommodates up to 32 persons, won't be open until Oct. 1, Foster says she's already one-third booked for the first year. She says reservations will also be accepted from non-profit organizations, although state agencies get first priority.



Jerry Robertson is VIA's inquiring photographer. He selects his own subjects. VIA's editors frame the question of the month. Answers are edited only for length.

CANDID COMMENTS

Should ODOT managers have the opportunity to work in several ODOT divisions during their careers? Why, or why not?



PAT GUYMON, DMV
Regional supervisor, Baker

That depends. If you really want to move to the top, the chance should be there. But it shouldn't be required. In my case, I would say no because working in different divisions would require a lot of moving. I don't want that kind of employer-control in my life. You also have to think of your spouse -- maybe she would have to give up a career she couldn't replace in another town.



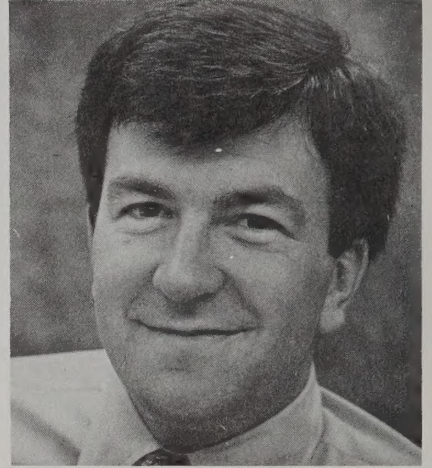
DICK RUMBOLZ, ADMIN
Administrative coordinator for training, Salem

Absolutely. It's probably one of the best ways to increase your value to this agency, or any agency for that matter. You get a broader understanding of the agency's over-all purpose, and where your own unit fits in.



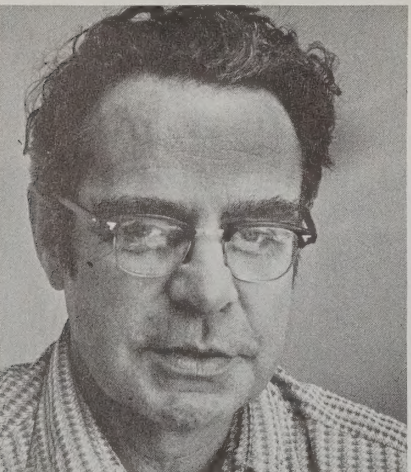
JOANNE PETERSON, DMV
Technical Services manager, Salem

I feel that the opportunity should be available for those who want it.



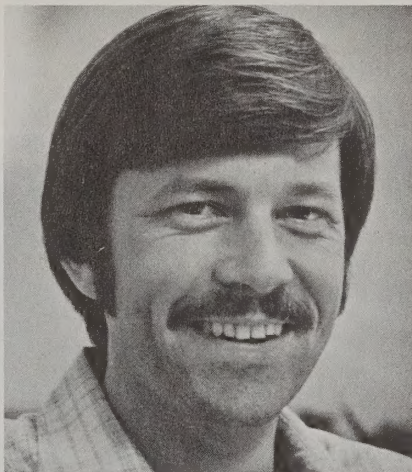
SCOTT TURNER, DMV
Executive assistant to administrator

Yes. Providing this opportunity for ODOT managers would be a means of better focussing perspective on the department as a whole. However, caution must be exercised to avoid rotating into an area where a high degree of technical knowledge is essential. Similarly, it is important that those who rotate have good general management skills not tailored solely to their own particular area of supervision.



BOB BLENSLY, PPD Branch
Program Development manager, Salem

In general, I favor the idea. You have to be careful, however, because not all people are compatible in all management jobs. For instance, general supervisory skills are more interchangeable than are technical skills.



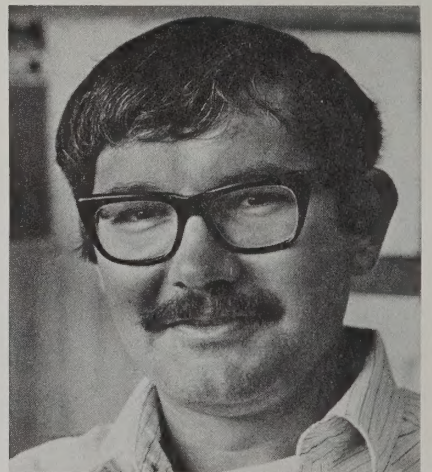
JOHN LILLY, PARKS
Scenic Waterways manager, Salem

Allowing managers an opportunity to have similar jobs in other divisions may benefit ODOT as well as the individual. However, I don't believe this type of program should be mandatory. Why not encourage employees to serve in assignments at various management positions within their own division? The employee could expand his experience within his own area, and the division would benefit by having a manager with an understanding of the agency.



BOB ELLISON, HWY
Assistant bridge engineer, Salem

Varied work experience is an asset to any manager. Working in several divisions, and in the field, you learn more about the interactions among divisions. Many people don't realize how important that is.



STEVE MACNAB, HWY
HE 4, Salem

Rotation of management personnel among ODOT divisions would benefit neither the department nor the divisions. However, voluntary rotation within divisions would provide a valuable training opportunity in division-wide policies and operations. The time frame should be flexible, and not exceed one year.

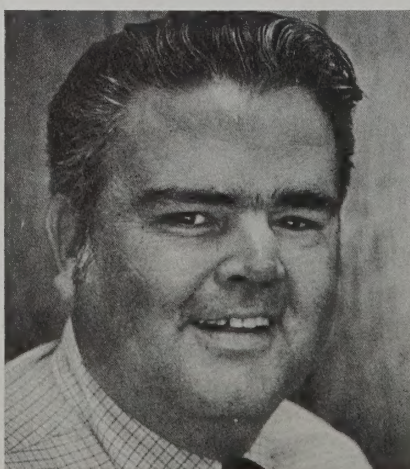
SHARLENE MEALEY, ADMIN
Administrative assistant, Salem

My initial answer is "yes". However, I think the word "manager" needs to be defined. It appears that the purpose of allowing managers to work in several divisions would be to expand their expertise. Because of this, the true manager--and by that I mean division administrators and one level below--could truly benefit the organization as well as their personal careers by getting the exposure of different divisions. The employee whose position is primarily technically oriented, however, would not benefit nearly as much.



EARL WILSON, ADMIN
Data systems specialist, Salem

Yes. Today, management decisions are extremely difficult due to our complex economy. Effective managers will need a broad background in ODOT in order to make more effective decisions. As a result, the department will be able to move ahead with strong leadership toward its established goals.



Traffic counts help answer fuel queries

The following is part of a series describing the different sections and units of ODOT.

The Traffic Section has been in the spotlight during the recent fuel shortage. Are Oregonians driving less? Are Californians coming up? What about the coast?

Traffic personnel have been answering frequent questions such as these from the media. Besides the general news interest, this information helps industry and government predict growth trends and Oregon's economic health. When tourism drops, Oregon's billion-dollar industry

suffers, especially when the biggest decline is from California, which normally supplies Oregon with 50 percent of its tourist revenue.

(According to recent reports, traffic is down throughout Oregon, and the trend is heaviest near California. During the first two weeks in July the drop was seven percent.)

The Traffic Survey Unit, about six employees headed by Todd Putnam, forms the nucleus of ODOT's traffic counting and data compiling force. They work with field traffic personnel. Two types of counts are taken, he explains --

by hand, and at 110 permanent recorder sites on major routes.

Manual counts are done by part-time employees on special projects (see story below) and include more details, such as types of vehicles and turning movements.

Permanent recorders along highways are connected either to electronic or magnetic loops in the pavement. When a vehicle crosses, the energy field is broken, which activates the counter.

Volumes are stamped on paper rolls and are collected every two weeks by region traffic recorders. Marvin Irish, Region 2 recorder, for example, has 27 stations and covers 3,000 miles during a pick-up.

The tapes are then edited, and with the help of data processing employees, are compiled into monthly reports. The annual report, Traffic Volume Tables, is distributed to 550 persons or agencies. Among the people who use traffic volume information, are local government planners, property developers and appraisers, ODOT road designers, traffic and field engineers.

A new count to keep close tabs on traffic was begun at 20 key locations during the recent fuel crunch. The



Marvin Irish, Region 2 traffic recorder, removes tape from permanent recorder site near Salem.

information, gathered every two weeks goes to ODOT personnel, the Department of Energy, Federal Highway Administration, other agencies and the public.

'Partners in crime'

Counting can get boring, but when police come...



Julie Bergerson, right, and Billie Fortier at work.

Billie Fortier and Julie Bergerson have been mistaken for kidnappers, bank robbers and escapees from a mental hospital.

Well, when you park near a bank, nursery or hospital, wear dark glasses and glance back and forth for several hours, what do you expect?

The two "partners in crime," however, are actually Salem housewives who count traffic part-time for ODOT. They work under Region 2 Traffic Recorder Marvin Irish.

Manual counts are needed periodically on federally-funded projects, to help determine whether traffic signals are needed, and for engineers who study road capacities.

The women take two eight-hour counts for each assigned location, such as an intersection. Facing away from each other, they tick off vehicles on a counter, and compile hourly tally sheets showing movements (right, left turns), number of cars, pickups, vans, out-of-state vehicles and pedestrians.

The scene has provoked some serious suspicion. They have been approached by police officers during counts near the Oregon State Hospital, a bank, and at a kindergarten.

"Three cop cars descended on us by the mental hospital in Salem. Two had guns at their sides," said Julie. "I told Billie, they're coming for us!" They relaxed when we told them who we were."

Recording traffic has become second-nature to the women. "It was hairy at first, but you get used to holding numbers in your head while writing another set of figures on the sheet," Julie said. "It's actually kind of boring. Some counts are really slow -- in fact, we played poker one time, and embroidered another."

They jokingly agree, "we do a lot of eating," and "our bottoms get sore from sitting all day."

Surprisingly, they've witnessed few traffic accidents, but a lot of close calls during their five years with ODOT.

Hitchhikers provide some amusement during the long hours. "Women are picked up immediately -- I think we timed one of the longer waits at 17 seconds," laughed Julie. "Two big trucks almost ran into each other while backing up to one girl."

The women have been neighbors for 15 years. They were having coffee together when ODOT first called Julie about the job, and they've been a pair ever since.

Do they worry about safety when parked for hours along highways?

"We just lock our doors," Billie said, "and are forever alert."

Crew, diver repair pier in Center Street Bridge

The Center Street Bridge in Salem was undergoing some underwater "sculpture" last month on one of its piers.

Holes, left there when the bridge was built between 1916 and 1918 were filled

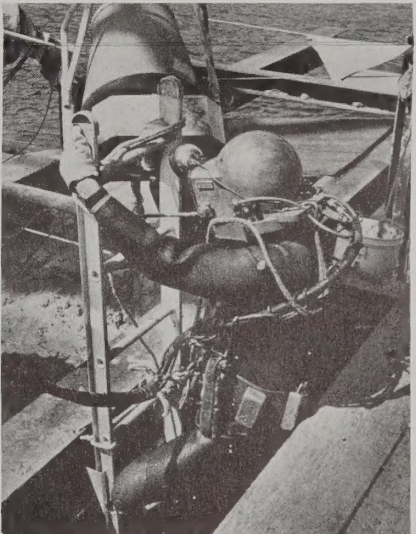
which were 2½ feet in diameter. The mixture doesn't dissolve in water and sets up in five minutes.

ODOT personnel headed by Bridge Foreman Don Brandt drilled into the voids in June to prepare the pier for



by a hard-hat diver (right) from Construction Divers, Inc., Portland, at the rate of \$600 per day.

The diver used a quick-setting concrete substitute, mixed by an ODOT bridge crew and handed to him in buckets. Under the water, the diver smeared the mix into the holes, some of



repair. Workers (left) remove old concrete from the drill.

The holes were caused by leaks in the dams surrounding the piers when the concrete was first poured, according to Ed Payton, Region 2 bridge maintenance engineer. They were discovered during a routine inspection, and pose no danger.

Accident report

ODOT's accident rate last year was 8.21 accidents per 200,000 man-hours worked, according to the 1977-78 Accident Summary published by the Employee Safety and Health Services Section.

The rate is normal, according to Section Manager Ray Stose. "Crews with a rate of 10 or less have an acceptable record," he said. The Highway Division's rate was 9.79.

Here's the breakdown by region: 12.19, Region 1; 11.50, Region 2; 9.30, Region 3; 6.51, Region 4; and 9.14, Region 5.

Parks: 30.45, Region 1; 19.94, Region 2; 10.46, Region 3; 17.86, Region 4; and 12.29, Region 5.

Gregory dies

Pat Gregory, who retired eight years ago, died July 25 in Lincoln City.

Gregory, 70, worked for the Highway Division in Roseburg most of his career. Starting in 1947, he was a highway engineer 1 when he retired.

MILEAGE SUMMARY

	1978		1979	
	No. Vehicles	Miles	No Vehicles	Miles
Region 1*	109	66,586	122	63,652
Region 2*	81	82,382	80	56,905
Region 3*	101	127,367	99	77,747
Region 4*	34	58,522	46	51,016
Region 5*	55	68,938	61	75,145
Metro	50	26,627	48	25,257
R/W	38	36,331	41	26,530
Parks	231	228,427	228	215,667
Weighmasters	49	58,113	50	54,480
Construction -	13	10,655	15	11,513
Materials				
Maintenance -	17	19,145	21	20,332
Radio - Signal				
Equipment Shops	37	34,909	39	37,702
Salem Pool	59	67,302	58	66,612
Others	12	15,240	13	17,133
TOTAL	886	900,544	921	799,690

Chief pilot 'lands' after 20 years

By George Bell

Ralph McGinnis is filing his final flight plan for the State of Oregon.

At the end of this month, he will close out a 20-year career as Oregon's chief pilot and boss of the Air Search and Rescue Program.

McGinnis is looking forward to the time when he "won't have to do anything," and when "that damn telephone's not going to ring in the middle of the night."

Does that mean he's grounding himself? Not likely. In fact, he just took his flight physical about a month ago, and passed with "flying colors"—what else?—so he's "good for two more years."

After 47 years as a pilot, McGinnis has more time in the air (over 25,000 hours) than many people have on the ground. The thrill isn't gone, but "it's not like it use to be . . . it's worn down."

Still, when you see McGinnis settle in to the left-hand pilot's seat in the state's Cessna 401, you get a flash that you're seeing an unusual relationship between man and machine, one where the sound of the twin engines and the feel of the controls is as familiar as the shaver on your face in the morning.

"Flying is the only thing I know," he says. "It's been my whole life since I was 15."

When he was a boy growing up in Corvallis, McGinnis used to "hang around" the airport, looking at the planes and watching how pilots handled them. Occasionally, he would be permitted to taxi a plane around the apron.

Finally, when a friend's father bought his son an old Air King, McGinnis had his chance to learn to fly: He soloed in three hours and 20 minutes, and got his pilot's license before his driver's license.

McGinnis studied aeronautical engineering at Oregon State College for one term, but there just wasn't enough money to go on, and he had to drop out. "That's one of the biggest regrets of my life," he says.

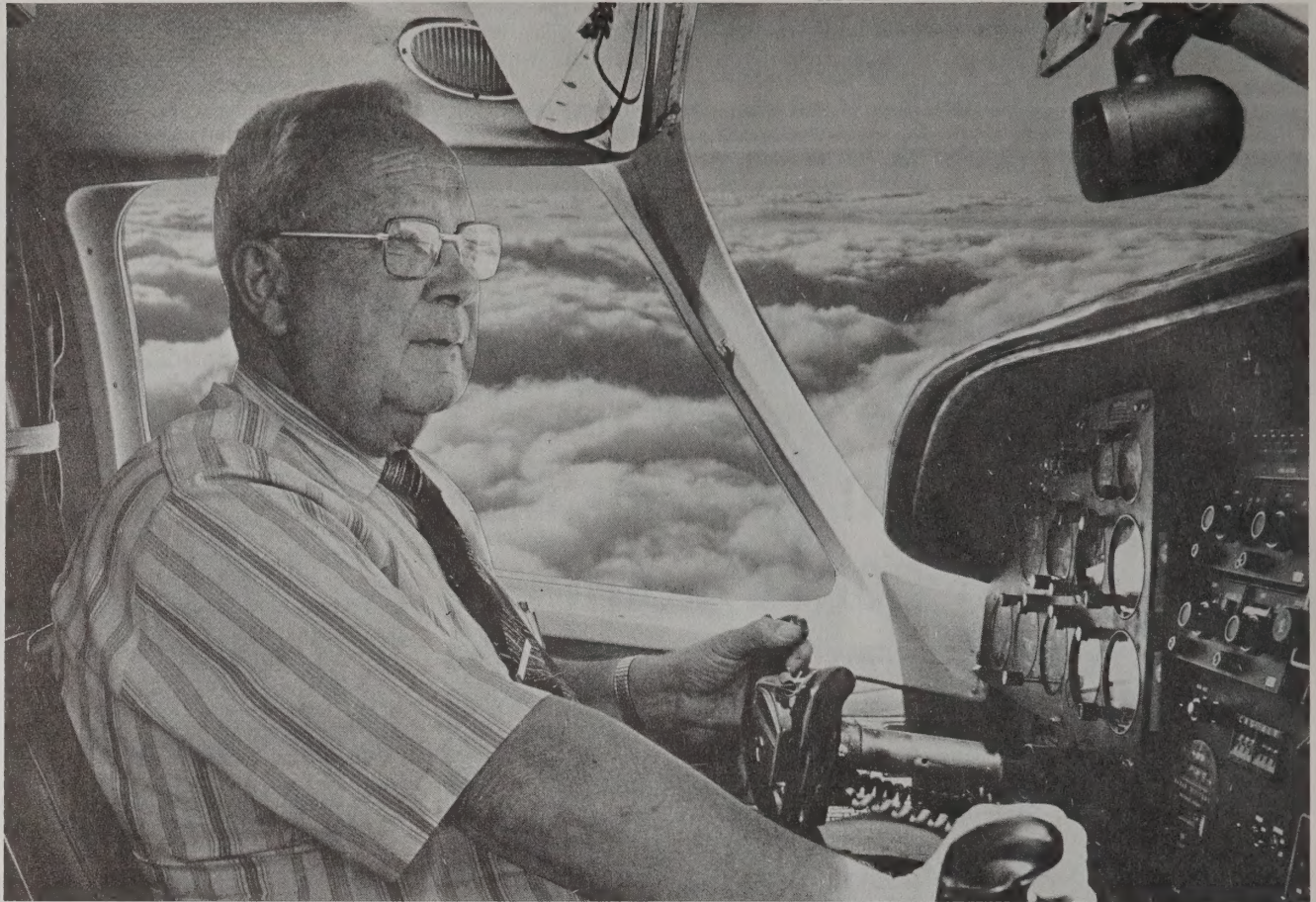
But Fate has a way of dispensing uppers as well as downers. A flue fire in a neighborhood house attracted the idly curious McGinnis one day in 1940. The fire proved less interesting to watch than a pretty young woman who lived there.

One fire was put out, and another was started: Ralph and Anita were married some time later. They raised three children, two girls and a boy.

When the Japanese bombed Pearl

Open house Aug. 25

An open house in honor of Ralph McGinnis, who retires from the Aeronautics Division this month, will be held Saturday, Aug. 25 from 2 to 5 p.m. at the division's office at 3040 25th St. SE, Salem.



McGinnis in the clouds: a special rapport between man and machine.

Harbor on Dec. 7, 1941, McGinnis was almost immediately hired as a civilian pilot with the U.S. Ferry Command, whose job it was to transport aircraft, often to an airbase overseas.

McGinnis made 20 of those foreign flights, and uncounted ones within the country. He was qualified to fly 37 different planes, and instructed trainees in a number of them, including the B-24, a four-engine bomber. He was later commissioned as an officer in the Air Force, and was discharged in 1945 as a captain.

It was during his military service that McGinnis suffered his only mishap with a plane. In December 1943, McGinnis and a crew of three prepared to take off from a field in Wilmington, Del., in a C-46 that had just been repaired after a smash-up.

They never made it into the air. Because of a mechanic's error, the controls on the big cargo plane locked, and it went off the runway into a ditch and burned.

The crew got out alive, but McGinnis had broken his back in the crash. He spent six-and-a-half months recovering in a hospital.

When he returned to civilian life, he fulfilled a pre-war ambition and joined the Oregon State Police. He was assigned to Eugene, and spent the next 13 years patrolling the highways. He also served as air search chief for the State Board of Aeronautics. The latter

activity led to a phone call one day in 1959 from the director of the board. The two had never met, but the director had already made up his mind: "I want you to come up (to Salem) and go to work," he had said.

Even before the call came, McGinnis had decided to leave the State Police. "Those high-speed chases just got to scaring me to death," McGinnis says.

"Flying is the only thing I know. It's been my whole life."

"I'd had a couple of close calls. I hadn't put a scratch on a car, but I could see it coming."

McGinnis took the new job "expecting to stay." And he did -- and has -- for two decades.

Needless to say, he's had some VIP's as passengers during that time. Mark Hatfield never flew with McGinnis ("He doesn't like small planes"), but Tom McCall and Bob Straub did ("a lot"), and Governor Atiyeh has, too ("a little").

Racquel Welch was a passenger once (he works a lot with Warren Merrill's move promotion office), though, incredibly, McGinnis didn't even realize who she was until after they had landed

and she had left the plane. Try explaining that to the boys back at the hangar!

Another time, during the filming of "Sometimes a Great Notion," on the coast, McGinnis had an all-star passenger list on one flight: Paul Newman, Lee Remick, Michael Sarrazin and Jacqueline Bisset.

Lloyd's of London needn't have worried. McGinnis has a well-deserved reputation as a "cautious" pilot. "If I take care of my neck, I'll take care of the passengers, too," he says. "I like them to think they had a good ride, and to enjoy it as much as I do."

After August, there'll be some travelling with Anita, who's retiring at the same time after seven years of teaching. They plan to visit grandchildren in Washington State. By air? "No, I'll drive. You don't see anything when you're flying," he says.

But he intends to keep active as a pilot for three more years because that would round his career out to a total of 50 years in the air. If he has peers in Oregon in that achievement, they are few in number.

McGinnis shrugs it all off. "Every now and then, some one will want me to come and talk to a group about my experiences," he says. "But I really haven't had any experiences. It's all been pretty much routine."

Happy landings, Ralph, from ODOT.

Retirees let us know what's happening

Alberta visits People's Republic of China

Alberta Jones, 1475 24th NE, Salem, 97301. Retired 1970.

Alberta has added China to her list of world travels. With a group of 25, she toured the People's Republic of China last April.

In a letter to VIA, she describes a timely scene, considering the fuel shortage:

"Visualize hundreds of people riding bicycles in marching-band formation along wide streets. They're all dressed alike in the same blue color, traveling the same easy speed with only a bus here or a truck there. The only sound you hear is the constant ringing of bicycle bells. This is a view of China traffic at the change of every work shift."

She noted the lack of cars, and rural roads jammed with trucks. She toured factories, communes and farms.

"I've said this before -- retirement is the only way to live," Alberta writes. Other countries on her list include Africa, South America, Europe, Spain,

Australia, and Scandinavia.

While "docked" at home, she enjoys tending to the needs of her family, friends and flowers.

Dewey pulls K.P.

Ottis Dewey, 222 S. 7th St., Central Point, 97502. Retired 1978.

After 41 years of being a weighmaster on Oregon's highways, Ottis is now "cleaning up his own act." Because his wife is still working, he is the housekeeper.

They traveled 5,300 miles in May, through Oregon, Idaho, Utah, Colorado, New Mexico, Texas, Arkansas, Missouri and Nevada.

Lately, they've been spending weekends camping and fishing. Ottis also keeps busy with yard work.

Via

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